

Chief, St/I

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Request for Clarification of Transportation Statistics and Terms Used
in The Economy of the USSR-Statistical Collection (ORR 10134)

REF : St/I Office Notice No. 72, 21 August 1956

1. The Transportation Branch, in its review and analysis of the transport statistics recorded in the subject publication, has found that answers to a number of specific questions would make these statistics more meaningful and, accordingly, more useful in our analysis of USSR transportation. The specific questions follow and are related to the specific statistics by reference to the table headings and page numbers of the subject publication. All of these questions have an important bearing on research problems.

2. Basic Indexes of Railroad Transport of the Ministry of Railways, page 181

a. Does the operational length of the railroads as given in the table include only the lines operated by the Ministry of Railroad Transport (MPS) or does it include other lines that may be operated by the various industrial, agricultural and extractive ministries? If the figure includes only the operations of MPS, what share of the total operational lines does this figure represent? How much of the total, if any, is made up of narrow gauge railroad lines?

b. Freight moved by the railroad is called freight hauled. How is this figure compiled? Is each shipment of freight counted only once or is it counted each time it moves on the various railroad systems? Freight hauled by the railroads is listed as freight hauled by the common carriers. Does this entry include freight hauled for the railroads' own use ("company freight" such as coal, ballast and other supplies consumed by the railroads)? If "company freight" is included, what percent of the total does it represent? Since the figure is stated to include freight hauled only by common carriers, is it possible to obtain statistics of freight hauled by carriers other than common carriers?

c. The freight turnover data is said to be for tariff ton-kilometers. Since it is assumed that the actual operating ton-kilometers (tons times the distance the freight actually moves) is somewhat higher than the tariff ton-kilometer (tons times the revenue or tariff distance which may be the shortest distance between the origin and destination of the shipment) it would be helpful to ascertain the exact difference between the two figures and to have the operating ton-kilometer figure given. Furthermore, it would be desirable to have the breakdown of revenue ton-kilometers and company freight ton-kilometers as requested for tons hauled in paragraph 2 b above.

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d. It would be desirable to have a definition of passengers hauled as requested for freight hauled in paragraph 2 b, above. For the categories "passengers hauled" and "passenger turnover" a breakdown would be desirable as to the volume of passengers moved in urban, suburban and inter-city traffic. How much of the urban and suburban traffic moves by the line-haul railroads and how much by subway, streetcar or trolley-bus? Also, do these figures include passengers moved by narrow gauge carriers and by the lines operated by ministries other than MPS?

3. Indexes of Utilization of Railroad Rolling Stock, page 182

a. Freight-car turnaround time is given as 6.23 days for 1955. What is the accepted USSR definition of freight car turnaround? Is it possible to obtain statistics on the elements that enter into the compilation of turnaround time in the U.S. as follows:

- (1) Time spent in loading and unloading
- (2) Time spent in classification and/or division points
- (3) Time spent in all way stations (all points at which a train stops between origin and destination excluding the time spent in classification and division points)
- (4) Actual time spent in movement

4. Basic Indexes of USSR National Economic Development, pages 12 and 13

a. What unit is used in the index on "average daily loading on railroads"? Is the unit tons or carloadings? If carloadings, what is the unit by which carloadings are measured? Is this unit, for example, a two-axle car of given capacity? Could we obtain the absolute data upon which these indexes are based? Are the loadings given only those of the MPS, or do they include loadings on lines operated by other ministries also? What is the breakdown between the MPS and other ministries if the figures are a total for both?

5. Hauling of Individual Types of Freight by Railroad Transport, page 182

a. The table gives a complete breakdown of the composition of rail tons but here again, mentioned as in paragraph 2 b, above, no mention is made as to the exact scope of this given traffic. The table states "freight hauled over the entire railroad network," but does this include narrow gauge lines and lines operated by the industrial, agricultural, and extractive industries? Also, is the railroad's own freight (company freight) included? The same questions are applicable to the next three tables, Composition of Freight Shipments by Railroad Transport, page 183; Freight Turnover of Railroad Transport, page 184; Composition of Freight Turnover of Railroad Transport, page 184.

6. Number of Workers in Railroad Transport, page 186

a. Two figures are given for railroads - a total figure and one called "workers in common carrier railroad shipments of the Ministry of Railways." What is the difference between these two statistics? Does the "total" figures include all personnel of MPS (operating workers as well as administrative people)

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or is the "total" a figure which includes all people engaged in railroad transport even though they may or may not be included on the payrolls of MPS (such workers might be those engaged by shippers to load and unload freight cars or those workers employed by railroads not operated by MPS)?

7. Basic Indexes of USSR River Transport, page 187

a. In this table, no breakdown is given on the amount of freight hauled or ton-kilometers attributable to rafted timber and how much traffic is moved in towed barge traffic and how much in self-propelled vessels. Are these statistics available?

b. The freight movements attributable to the Ministry of River Fleet are shown, but passenger traffic is stated simple as "passengers in river transport." How much of the total passenger traffic on the waterways is moved by the Ministry of River Fleet, and how much by other ministries?

8. Basic Indexes of USSR Maritime Transport, page 187

a. The exact scope of the statistics for maritime transport is not clear. Do these figures include all maritime freight and passenger traffic in both domestic and international movement or do they exclude traffic originating or terminating at non-Soviet ports? If possible, a breakdown, isolating the international traffic from the domestic traffic would be appreciated.

9. Average Annual Number of Workers and Employees by Branches of the USSR National Economy, page 195

a. The labor force for maritime and inland water is combined as "number of workers in water transport." Is it possible to determine the labor force in each of the two categories of water transport? Also, no mention is made as to the scope of the labor force -- do the figures include or exclude those workers engaged in administrative duties; do they include or exclude workers on the payrolls of ministries other than the Ministry of River Fleet and the Ministry of Maritime Fleet?

b. The category called "Motor Vehicle and Other Transport, and Loading and Unloading Operations," appears to be a "catch-all" intended to include all transport workers not included in the railroad and water categories? If so, how many of these workers are assigned to total highway transport and how many to vehicle operating and maintenance jobs? How many to the various air transport assignments? Exactly what is included in the "loading and unloading operations" category? Are workers engaged in rail and water loading and unloading operations included here also?

10. Basic Indexes of Motor Transport in the USSR National Economy, page 189

a. The "length of roads with hard surface" is stated to be 206,900 kilometers in 1955. What types of hard surface roads does this statistic include? Does it include all roads having one of the following surfaces: (1) concrete, (2) asphalt or bituminous, (3) stone or brick paving, (4) bituminous sprayed surfaces, (5) and gravel or crushed stone? Does this

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category mean all roads classified as "all-weather", suitable for year-round operations? If feasible, we would like to know the length of highways in each of the above five categories.

11. Basic Indexes of Public Motor Transport of the Ministry of Motor Transport and Highways in the USSR, page 189

a. The scope of the statistics is not clear. Do they or do they not include all forms of motor transport. For example, do the passenger statistics include taxis, cars operated by government personnel on official state business and cars operated by ministries other than the ministries for highway transport? Are there figures on the total passenger traffic in the USSR showing how much is moved by privately-operated vehicles and how much by the various industrial, agricultural, and extractive ministries and how much is intra-city and how much is inter-city traffic?

12. Basic Indexes of Air Transport and of the Main Administration of the Civil Air Fleet, page 190

a. For Air transport, it is assumed that both freight and passenger statistics include international as well as domestic traffic. Is this assumption correct? Is it possible to obtain performance figures for the international flights performed by Aeroflot?

b. All air statistics are stated to be only those performed by the Main Administration of the Civil Air Fleet. Could data for the regional carriers and the special type operators (aerial surveys, crop dusting, helicopter shuttle services, etc.) be obtained?

c. The labor force for air transport is not given. Can these statistics be obtained, stating the numbers engaged as administrative personnel, flight crews, ground crews, and communications workers?

13. USSR Fixed Capital, 1913-1955, page 15

a. The table, "USSR Fixed Capital, 1931-1955" gives the fixed capital charged to "transport and communications." Could this category be further refined to give the fixed capital by type of carrier, that is, the amount attributable to the rail, inland water, maritime, highway, air and pipeline carriers? Any other breakdown within the carrier groups, such as the amount charged to rolling stock, right-of-way, and buildings, is also desirable. Are absolute data available on this subject?

14. Growth of Labor Productivity in the USSR, page 18

a. Do the indexes as stated include only railroad operating personnel or do they include the total labor force? What is the basis used for computing labor productivity?

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15. USSR Industrial Production in Physical Units, page 44

a. The table on industrial production gives yearly production data for freight cars, passenger cars, and locomotives. Are the freight and passenger car statistics given in terms of two-axle units or are they stated in actual physical units? It is generally assumed that diesel-electric locomotives are operated in units of twos with both units carrying the same number. Is this assumption correct, and if so, does the statistics as given refer to a single unit, or a double unit?

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